

RULES FOR Making Cod Liver Oil

For the Guidance of manu- facturers

- 1st. The manager in charge of factory must see that the livers are fresh; that all brown or poor livers are thrown out; that there is no gall bladder attached to any livers.
 - 2nd. The good livers must then be washed in a tub of clean fresh water.
 - 3rd. The pan in which the livers are boiled must be perfectly clean inside, before any livers are placed in it.
 - 4th. Before you start to boil any livers, you must have sufficient steam.
 - 5th. Turn on the steam, and use as much as you need to have for the quantity of livers you have in your pan. Boil until the white scum floats off (which will take about thirty minutes.) Don't forget to stir the livers, and see that those in the bottom and those around the sides are brought into direct contact with the steam all the time.
 - 6th. Turn the steam off, and allow all to settle, not exceeding five minutes, according to capacity of liver boiler.
 - 7th. Then you dip all the oil you can get, which is the finest white oil. Put this oil in a cooling tank made of galvanized iron, and let the oil remain there till next morning. Don't forget to put a straining cloth over the cooling tank before you put any oil in, so that it will catch any bits of blubber; allow to remain 12 or 14 hours or longer if possible, then dip from cooling tank and strain through double calico bag, inside bag to be one inch smaller all around; then strain into a tin shute under the bags, the cask to be at the end of the shute with a funnel, to lead oil into casks, which funnel to be covered with cheese cloth.
 - 8th. When you have dipped the finest oil from the top of the liver boiler pan, take all the blubber from the pan while it is warm. The oil from this blubber is not fit for medicinal purposes.
 - 9th. Then clean your liver pan with warm water and washing powder. Have it bright and clean for the next boiling.
 - 10th. Every bag, cloth, tank, funnel and pan, must be washed only with warm water, soap and water. Soda must not be used.
- The best results for medical oil can only be obtained by the use of tin barrels. Wooden packages generally make the oil dark, and destroy its fine flavor. Keep all oil in barrels in a cool place, and covered from the sun.

DEPARTMENT OF MARINE AND FISHERIES
St. John's.

REGULATIONS For Salting Scotch Pack Herring

One barrel salt to five and a half barrels herring—Large Full
One barrel salt to six barrels herring—Medium Fulls.
One barrel salt to six and a half barrels herring—Matt Fulls.
This amount of salt is for dredging and laying on rows only. It does not take into account that put on the herring before gibbing.
All salt falling off herring in rousing tubs is put on rows as you pack unless very dirty or sealy; in that case, you have to make good the same amount, or otherwise you could not have any fixed rule on salt.

Matt Fulls..... 10½ inches long..... Milt or roe
Medium Fulls. 11½ inches long..... Milt or roe
Large Fulls..... 12½ inches long and upwards. Milt or roe
Medium Filling.... 11½ inches long and upward
Large Filling.... 12½ inches long and upwards
Filling Fish may be branded as Scotch Curé without the Crown Brand

No drowned, stale, or scaleless herring can be used as Scotch Pack, nor herring in half frozen state.

The root cause of light salting is to come as near as possible to the pleasing of the palate of the consumer; and if we bear in mind that over three-fourths of all Scotch-Pack Herring are consumed as a tonic before the mid-day meal, just as they come out of the barrel, without any fire cooking, we can see the reason at a glance for the right salting. The herring is dressed by the head and the tail being cut off, the main bone taken out. It is then cut into squares of about one inch, and is served with vinegar and other condiments. This gives power to the stomach to digest the following meal and keeps the consumer in the best of health.

People with bad stomachs please note that the art of cooking and eating right is just as essential as the art of curing; and based on the best medical directions, and with the chemical analysis of the constituent parts of herring as a food ever kept before the consumer, we need not be surprised that the people who eat most herring are the most healthy and efficient.

DEPARTMENT OF MARINE AND FISHERIES
St. John's

For Sale

Parcel of Land in Bay Roberts; also Dwelling House in Country Road, to be removed from land; Moving Picture Machine, Gas Light and Filmes; Aerated Water Plant, suitable for an export; one Sleigh. For particulars apply at this office.

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Newfoundlander in B. C. Heads Dredging Operations

New Westminster, June 5.—On Monday, June 2, Capt. John F. Gosse, master of the Dominion public works dredge 303—or Fruhling as she was known for a long time—celebrated the fifteenth anniversary of continuous service aboard that vessel. There was no special ceremony to mark the occasion but it is nevertheless one of note in the history of the development of the port of New Westminster and the navigable channel of the Fraser River. For the fifteen years that Capt. Gosse has been skipper the principal job of the big dredge has been and still is to keep the main channel of the river open for navigation.

Fifteen years continuous work on the Fraser River has seen many changes in the main channel. The dredge 303 was built in Germany, where she at one time was employed on the Kiel Canal.

Taken to England, she was bought there by the Dominion Government, sailed under her own steam via the Suez Canal and India, arriving in the Fraser River early in 1909, and has ever since been at work on the main channel of the river, with exception of the numerous occasions when she has been called to other work on the coast.

Prior to the arrival of the 303 on the river, somewhat crude dredging methods had been in vogue. Lengths of railroad iron suspended in the water by steel cables were dragged along the bottom of the river by tugs. This stirred up the sand and sediment and the current was trusted to carry away the sand and prevent the forming of bars and shoals. The main channel at that time was approximately nineteen feet at extreme low or zero tide.

By the continuous steady work of the 303, the channel stands to-day at nineteen feet, zero tide, from New Westminster to the gulf. Add twelve feet for the tide and the depth is thirty-one feet. A week ago the s.s. Margaret Coughlan cleared from port with a record cargo of five million feet of lumber. She was drawing 23½ feet of water as she made her way down the stream.

For the past four and a half years the dredge 303 has succeeded entirely by her own efforts in keeping the main channel with a navigable stage of water for any ocean-going vessel of similar draft. During this period approximately four million cubic yards of material has been removed from the river bed.

Apart from dredging in the channel of the Fraser, the 303 has rendered valuable service, breaking ice, pulling ships and other stranded vessels off bars, and in viling the water-front both at Vancouver and New Westminster. She has also done a large amount of work dredging at the mouth of the North Arm of the Fraser and at Squamish and other places on the coast.

One of the most valuable public services apart from the regular dredging work, rendered by the 303 was for a period of three months, in the fall of 1921, at the time when New Westminster's water service was disrupted. She was put in commission as a fireboat. Through the foresight of Mr. F. H. Sheppard, superintendent of dredges, who had a powerful turbine pump installed on the dredge for fire protection, the 303 can deliver six streams of water through standing fire hose at a pressure of 125 pounds to the square inch. This was a most adequate and welcome protection to the city at the time. The city was fortunate in having such a service in addition to the efficient performance of the 303 in the past years keeping the ship channel open.

Built of the very best materials, the 303 has a steel hull with the Fruhling patent drag suction hopper dredge equipment, similar in type to the dredges used on the Mersey, the Mississippi, the St. Lawrence and others of the largest waterways in the world where shifting sands have to be contended with.

Capt. Gosse, master of the 303, has a thirty-five year record as a shipmaster on this coast. One of the pioneers in coasting service, he has held many commands. For some time he was in the service of the Union Steamship Company at Vancouver. He also for two seasons commanded one of the halibut steamers plying from that port.

He was the first skipper of the ferry steamers running from the city to North Vancouver, having taken both the North Vancouver and the St. George on their trial trips and taking them over from the builders.

People who are too busy to smile, are sure to be too busy to laugh. It is a wholesome thing to cultivate a sense of humor.

The old saying that "We might as well laugh as cry," has a good deal of truth in it, and there are lots of funny things in life to make mirth bubble up if we will only cultivate the habit.

A sense of humor saves many a difficult situation, even as a soft answer is to so effective in turning aside wrath.

Many people take the little, inconsequential things of life too seriously. It is much better to "Pack up such troubles in any old kit bag, and smile, smile, smile."

Some people never see the humorous side of anything, while others get a lot of fun out of life because they see the smile-at-able things about them.

Life is a splendid moving reality—not a mere picture, and we might as well make our experiences count in as happy a way as possible.

SOCIAL GATHERING IN HONOUR OF MISS WELLS.

On Thursday evening, June 19th, the friends of Miss Clarice Wells, hearing of her intention of leaving shortly for Canada met at the home of Mrs. A. F. Wilson, Cable Ave., and gave a party in her honor. The evening passed pleasantly with music and dancing. After refreshments were served, a beautiful address was read and a purse of gold was presented to Miss Wells as a gift of remembrance from the friends who enjoyed her society. Miss Wells very suitably replied to the kind wishes as expressed in the address and felt that mere words were inadequate to express her thankfulness for this tangible token of their esteem.

The singing of "Auld Lang Syne" brought the evening to a close. The friends in dispersing, assured Miss Wells that their good wishes would follow her to her new sphere of activity.—COM.

Dr. R. P. Liddy, B.D., P.H.D., who is travelling in the interest of Mount Allison University, was here recently the guest of Rev. S. and Mrs. Baggs, at the Parsonage.

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Oct., 1923.